

**GREENBELT COMMISSION
MINUTES OF
November 14, 2011**

The Greenbelt Commission of the City of Norman, Cleveland County, State of Oklahoma, met for the Regular Meeting on November 14, 2011, at 6:30 p.m. Notice and Agenda of the meeting were posted at 201 W Gray Building A, the Norman Municipal Building and at www.normanok.gov twenty-four hours prior to the beginning of the meeting.

ITEM NO. 1 BEING: CALL TO ORDER.

Chairperson Lyntha Wesner called the meeting to order at 6:30 p.m.

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ITEM NO. 2 BEING: ROLL CALL.

MEMBERS PRESENT:	Bob Bruce
	Jane Ingels
	Jim McCampbell
	Richard McKown
	Mary Peters
	Lyntha Wesner

ABSENT:	Jack Eure
	Geoff Canty
	Mark Krittenbrink

STAFF MEMBERS PRESENT:	Susan Connors, Director of Planning & Community Development
	Ken Danner, Subdivision Development Manager, Public Works
	Jane Hudson, Planner II
	Jolana McCart, Admin Tech IV

GUESTS PRESENT:	Tom McCaleb
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ITEM NO. 3 BEING: Approval of the Minutes from the October 17, 2011 Regular Meeting.

Motion by J Ingels for approval; **Second** by J McCampbell. All approve.

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ITEM NO. 4 BEING: Review of Greenbelt Enhancement Statement Applications.

a. CONSENT DOCKET

No Items Submitted

b. NON-CONSENT DOCKET

i. GBC 11-23

Applicant: Carrington Place, LLC

Location: This property is located on the SW corner of 36th Avenue NW and Franklin Road.

Request: Revised Preliminary Plat for the remaining 75.10 acres of Carrington Place Addition consisting of an additional 198 single family lots and commercial use.

Richard McKown, developer for Carrington Place, recused himself from this item.

Richard McKown and Tom McCaleb were present to answer questions.

S Connors stated that there had been no changes made from the original preliminary plat, but that the preliminary plat for this acreage had expired. There will be no changes made to the open space areas which were already approved by the City. R McKown stated that some streets and sidewalks still need to be constructed to serve as connectors with the existing network. The collector streets were reduced in width with City approval.

J Ingels pointed out that in the Staff Comments in the Staff Report a reference is made to the Cascade Addition when it should read the Castlerock Addition.

Chair Wesner referred to the Guidelines for Evaluating Greenbelt Enhancement Statements to evaluate the criteria to make their recommendation:

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements.

(NOTE: All considerations are included except for g, i, q, r, and v.)

- (a) Portions of the Greenbelt system are accessible to the general public.
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (c) Existing easements may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.
- (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.
- (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.
- (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant, low maintenance plants, shrubs and trees. (This will be a future intent.)
- (j) Permeable ground surfaces have been preserved to the extent possible.
- (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.
- (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities.
- (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt system in as ecologically sound a method as possible.
- (o) Storm water management design considers the potential for trail and greenspace preservation, enhancement and /or creation.
- (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- (s) Riparian buffers are incorporated into the Greenbelt System.
- (t) The commercial developments have provided for pedestrian access.
- (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.

(w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities. (In this instance, a pond is being considered as a structure.)

Motion by J Bruce to send the application forward with comments; **Second** by J McCampbell.

- **Greenbelt Commission comments and suggestions regarding proposed development submitted for Planning Commission and City Council consideration are as follows:**

(See attached comments written following the meeting and submitted with the recommendation to the Planning Commission and City Council.)

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ITEM NO. 5 BEING: Miscellaneous Discussion.

Staff handed out the most recent version of the Draft Greenways Master Plan. S Connors stated that the formatting was complete and that maps had been added. The appendices were explained. The Action Plan was already accepted as part of the Stormwater Master Plan but did not go forward awaiting the Greenways Plan. The Plan should be ready for discussion at the December Greenbelt Commission meeting. The Public Hearing can be held as part of the January meeting. Any minor errors found should be turned in to J Hudson as soon as possible.

The December meeting will be held on the 19th. The January meeting will be held on the 23rd due to the holiday on the 16th.

There were no further miscellaneous items.

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ITEM NO. 7 BEING: Adjournment.

The meeting was adjourned at 7:23 p.m.

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Passed and approved this 19th day of December 2011.

Lyntha Wesner
Lyntha Wesner, Chairperson

Greenbelt Commission Meeting – November 14, 2011

GBC Application 11-23 (Planning Commission Item #___)

Applicant: Carrington Place, LLC
Location: The SW corner of 36th Avenue NW and Franklin Road
Proposal: Preliminary Plat for the remaining 75.10 acres of Carrington Place Addition

Greenbelt Commission Final Comments - GBC 11-23

- Commission noted a justified exception to letter “I” below to allow opaque fencing for residential lots which abut public parkland.
- Commission commended the developer on the design and location of the community ponds to maximize greenbelt and trail opportunities for the residents. Commission also recognized excellent utilization of utility, electric and gas easements for open space/parkland.
- Commission commended the developer for the reduction of pavement within the development. The developer stated, with the City's approval, they reduced the width of “collector streets” to “residential street” widths.

The Commission finds that the applicant's development meets the following Greenbelt Ordinance criteria.

Sec. 4-2028. Guidelines for Evaluating Greenbelt Enhancement Statements

- (a) Portions of the Greenbelt System are accessible to the general public.
- (b) Greenways are established and provide connections to other existing and future components of the Greenbelt System.
- (c) Existing easements (e.g. utility, pipeline, oil lease right of way, etc) may be used for Greenways where appropriate and where expressly approved by the easement grantor and grantee.
- (d) Greenways connect neighborhoods to each other and to industrial and commercial areas.
- (e) Greenways provide alternative routes to move through the City for commuting to work, schools, shopping, between neighborhoods, and/or other destinations by bicycling or walking.
- (f) Adverse impacts on existing topography, drainage patterns and natural vegetation are minimized.
- (h) Landscaping required by the City has been planted in conformance with Norman Zoning regulations, including with local drought-resistant low maintenance plants, shrubs and trees.
- (j) Permeable ground surfaces have been preserved to the extent possible.

- (k) Ingress and egress to and from a development is designed to permit safe use by non-motorized traffic in and out of the development and across the ingress and egress provisions of the development.
- (l) Fences abutting components of the Greenbelt System, and particularly those abutting green spaces, are of designs and materials that minimize their visual impact to the extent such fences are allowable under Norman City Code and not in conflict with applicable national standards for utility facilities. Examples of acceptable open fences include such types as wrought iron, split rail, low picket fence with every other picket removed, and metal pickets.
- (m) Water retention and detention storage facilities are designed in accordance with bioengineering principles and built with bioengineering materials.
- (n) Detention facilities are integrated into the surrounding neighborhood as part of the Greenbelt System in as ecologically sound a method as possible.
- (o) Storm water management design considers the potential for trail and green space preservation, enhancement and/or creation.
- (p) The development layout is designed to preserve the health and diversity of wildlife affected by development in natural drainage corridor areas.
- (q) The development layout is designed to minimize the intrusions of noise, trash and other things into the Greenbelt System that would negatively affect visitors' and users' experience of any impacted components of the Greenbelt System.
- (s) Riparian buffers are incorporated into the Greenbelt System.
- (t) The commercial developments have provided for pedestrian access.
- (u) Pavement is minimized when possible by, among other things, using shared parking areas and/or permeable parking surfaces where feasible and allowed under the Zoning Ordinance of the City of Norman and the City Engineering Design Criteria.
- (w) Structures, other than utility transmission poles or substations, were located to maximize greenbelt and trail opportunities.